

FORM NO. 51-61
MAY 1949

CLASSIFICATION SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]
INFORMATION REPORT CD NO.

INTELLIFAX 25

COUNTRY Germany (Russian Zone) 4366 DATE DISTR. 30 November 1951
 SUBJECT Reparations Deliveries via Leipzig-
 Plagwitz and Cottbus Railroad Stations NO. OF PAGES 1
 PLACE ACQUIRED [REDACTED] 25X1A NO. OF ENCL. 1 (3 Pages)
 LISTED BELOW
 DATE OF ACQUIRED [REDACTED] 25X1X SUPPLEMENT TO
 REPORT NO.

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EXPLAINED

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[REDACTED] [REDACTED]
Leipzig-Plagwitz and
Cottbus railroad stations, the following numbers of railroad
cars loaded with reparation goods passed through these
stations during the period from 28 August to 4 September 1951:

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Leipzig-Pleignitz
Dispatched To:
Poland Inster- Brest
berg Litovsk

Cottbus
Dispatched To:
Poland Inster- Brest
burg Litovsk

| Date | | On hand | 12 | - | 19 | - | - | - |
|------------------|---------------|---------|----|----|----|----|---|----|
| | Incoming cars | - | 4 | 14 | | | | 47 |
| | Total | 12 | 4 | 33 | - | - | - | 47 |
| | Outgoing cars | 12 | - | 25 | - | - | - | 47 |
| 28 August | On hand | - | 4 | 8 | - | - | - | - |
| | Incoming cars | 3 | - | 15 | 12 | - | - | 25 |
| | Total | 3 | 4 | 23 | 12 | - | - | 25 |
| | Outgoing cars | - | - | - | 12 | - | - | 25 |
| 29 August | On hand | 3 | 4 | 23 | - | - | - | - |
| | Incoming cars | - | - | 35 | - | - | - | 29 |
| | Total | 3 | 4 | 58 | - | - | - | 29 |
| | Outgoing cars | - | 4 | 43 | - | - | - | 27 |
| 30 August | On hand | 3 | 0 | 15 | - | - | - | 2 |
| | Incoming cars | 9 | 10 | 16 | - | - | - | 31 |
| | Total | 12 | 10 | 31 | - | - | - | 33 |
| | Outgoing cars | - | 10 | 31 | - | - | - | 33 |
| 31 August | On hand | 12 | - | - | - | - | - | - |
| | Incoming cars | 9 | - | 49 | 5 | 10 | - | 46 |
| | Total | 21 | - | 49 | 5 | 10 | - | 46 |
| | Outgoing cars | - | - | - | - | 10 | - | 46 |
| 1 Septem- ber | On hand | 21 | - | 49 | 5 | - | - | - |
| | Incoming cars | - | - | 4 | - | - | - | 96 |
| | Total | 21 | - | 53 | 5 | - | - | 96 |
| | Outgoing cars | - | - | 47 | 5 | - | - | 93 |
| 2 Septem- ber | On hand | 21 | - | 6 | - | - | - | 3 |
| | Incoming cars | 2 | - | 35 | 21 | - | - | 79 |
| | Total | 23 | - | 41 | 21 | - | - | 82 |
| | Outgoing cars | 21 | - | 30 | - | - | - | 37 |
| 3 Septem- ber | On hand | 2 | - | 11 | 21 | - | - | 45 |
| | Incoming cars | - | - | 6 | - | - | - | 29 |
| | Total | 2 | - | 17 | 21 | - | - | 74 |
| | Outgoing cars | 2 | - | 12 | 21 | - | - | 74 |

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[REDACTED]

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* [REDACTED] Comment. As compared with the previous week, the volume of traffic of reparations goods continues to rise, particularly that passing through Cottbus. However, the former level of reparations traffic has not yet been reached.

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SECURITY INFORMATION

German Democratic Republic

LOAN OF GERMAN COAL-DUST LOCOMOTIVE TO POLAND (1 p; German; 19 Apr 51)

25X1X

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[redacted] Comment: A commercial treaty between the German Democratic Republic and Poland, concluded in May 1951, contained a supplement providing for scientific and industrial cooperation between the two countries. The report indicates that this agreement is being carried out.

The document is a photostat copy of a duplicate of a letter from the Ministry of Transportation of the GDR to the Ministry of Industry of the GDR.

For the Minister of Transportation, his State Secretary Bachers informs Mrs. Bode, for the Minister of Industry, that the loan of a coal-dust fired locomotive to the Polish Ministry of Transportation is feasible. He suggests, however, that the following points be clarified beforehand: Intended use of the locomotive (track grades, train load), type of coal dust to be used (if German coal dust is desired, availability of coal dust carrying cars; if Polish coal dust is to be used, a request is made for an analysis, melting point of ash, degree of granulation, residues on a 4,900 sieve), availability of coal dust storage bunkers, and desirability of sending a Polish engineer and a Polish locomotive crew to the GDR to get acquainted with and be instructed in the use of the locomotive.

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8 January 1952

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